

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	Poland	REPORT		25X1
SUBJECT	1. Ship's Inspection in Szczecin 2. Shore Leave and Port Police	DATE DISTR.	9 August 1955	
		NO. OF PAGES	2	
DATE OF INFO.		REQUIREMENT NO.	RD	25X1
PLACE ACQUIRED		REFERENCES		
DATE ACQUIRED		This is UNEVALUATED Information		

SOURCE EVALUATIONS ARE DEFINITIVE APPRAISAL OF CONTENT IS TENTATIVE.

1. A vessel must report to Radio Szczecin (Stettin) 24 hours prior to arrival at canal entrance. At the hour specified, a pilot and two officers of the maritime police board the vessel. One of the officers goes on deck with the pilot, the other to the echometer, the use of which is prohibited.
2. The vessel then enters the canal and docks at the far end of the wharf (sic) before it enters the port. A committee of eight persons consisting of a physician, officers of the guard, INFLOT (Soviet Maritime Agency), and maritime police, board the vessel which is then moored to the dock indicated. All personnel are assembled, and the crew roster and seamen's books are checked.
3. The inspection tour covers all parts of the vessel, particularly double bottoms and the machinery on board. Nautical instruments, cameras, radios, and the echometer are sealed. Medicaments must be listed. Although no inspection is made on shore, it would be difficult to transport any equipment that might be hidden on shore without being observed.
4. On the day a vessel arrives, a list of the names of seamen who wish to go ashore and seamen's books are submitted to the police. The following day, at 1000 hours, the police return seamen's books with a list of those authorized to go ashore. Generally, permission is granted to a maximum of 5 or 6 persons on week days, and 7 or 8 persons on Saturdays or Sundays. Each seaman going ashore surrenders his seamen's book to the sentry at the accommodation ladder, who in turn, gives each one an identification pass on which he enters the time of departure. Passes are good from 0900 to 2300 hours. Seamen are searched after leaving the port enclosure.
5. No one from the visiting ship went ashore at Szczecin because brawls, which always result in thefts (even of clothing), are very frequent. It is possible that the quarrels are instigated by Party members in order to prevent foreign seamen from observing the miserable lot of the Polish people. The official rate of exchange is 6 zlotys for each U.S. dollar.

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI	X	AEC	X	X	X	X	X
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(Note: Washington distribution indicated by "X"; Field distribution by "#")

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6. Three sentries of the maritime police stand guard on the wharf near the bow, the stern, and the accommodation ladder of the visiting vessel. They wear green cellar insignia, and are armed with rifles or machine guns. Additional sentries are sometimes used in the evening to observe movements of the seamen. Vessels of all nationalities, including Polish, but excluding Soviet, are subject to this type of surveillance.
7. Port police, known as the black brigade, consist of former partisans who control the entire port area. Members have absolute authority over other sections of the police and have freedom of entrance everywhere. They wear black uniforms: military style trousers and coats and visored caps.
8. Stevedores report to the sentry with identification cards signed by INFLOT and the police. Work shifts begin at 0800 hours, and work is continuous.
9. Although port installations and equipment have not been increased or expanded, and there is heavy traffic of vessels of all nationalities except U.S. ships, the port can handle operations. There is often a shortage of electric power so that at times the cranes cease operation about every two hours. The visiting ship loaded coal at the rate of 1,000 tons daily, according to contract.
10. A Soviet naval base is located on the left of the Szczecin canal, in the first bay off an islet (sic). About 150 vessels were observed here, and each was about 18 meters long. They were equipped with machine guns, and some had radar. They were moored very close to one another.
11. There is an inspection before departure of the vessel, but it is not as strict as the first. Two officers remain on board until the vessel leaves the canal.
12. No defense installations were observed in the port of Szczecin.

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